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MISSOURI RIVER BRIDGE
AND APPROACHES
SOUTHEAST OF WOLF POINT, MONTANA
BRF 25-1(7)46

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DRAFT
ENVIRONMENTAL ASSESSMENT
AND
PROGRAMMATIC
SECTION 4(f) STATEMENTS

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Submitted Pursuant to 42 U.S.C. 4332(2)(c)
and 49 U.S.C. 303 by the
U.S. Department of Transportation
Federal Highway Administration
and
the Montana Department of Highways

PLEASE RETURN

Submitted by: Don M. Harriott
Don M. Harriott, Administrator
Engineering Division

Date April 7, 1987

The Federal Highway Administration hereby assumes responsibility for this document and approves the distribution thereof.

ROGER K. SCOTT
for Division Administrator W S Dunbar

Roger K. Scott, Division Administrator
Federal Highway Administration

Date April 9, 1987

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Reviewer:

The following Environmental Assessment and Programmatic Section 4(f) Statement is to document the determination that there are no prudent and feasible alternatives to the use of the 4(f) properties locally known as the Wolf Point Bridge and a portion of an archaeological site.

A determination of eligibility for nomination to the National Register of Historic Places has been processed for the bridge and the archaeological site. Both have been determined eligible.

Comments and questions will be accepted for 45 calendar days after the distribution date of this letter. If no communications occur during this time period, it will be assumed the person or agency does not have any comments. All comments should be sent to:

Preconstruction Bureau
Montana Department of Highways
2701 Prospect
Helena, MT 59620

D.E.A. AND 4(f) CIRCULATION LIST

1 U.S. Department of the Interior
National Park Service
P.O. Box 25287
Denver, CO 80225

2 U.S. Department of the Interior
Water Resources Division
Drawer 10076
Helena, MT 59626

3 U.S. Department of the Interior
Bureau of Reclamation
P.O. Box 36900
Billings, MT 59107-6900

4 Federal Housing Administration
Housing & Urban Development
Drawer 10095
Helena, MT 59626

5 Department of the Army
Omaha District Corp of Engineers
215 North 17th Street
Omaha, NE 68102

6 U.S. Department of the Interior
Missouri River Basin
Denver Federal Center, R 688 B 67
Denver, CO 80225

7 U.S. Department of Transportation
Federal Highway Administration
Drawer 10056
Helena, MT 59626

8 U.S. Fish & Wildlife Service
Room 3035, Federal Building
316 North 26th Street
Billings, MT 59101

9 U.S. Department of the Interior
Environmental Impact Assment. Prog.
U.S. Geological Survey MS760
Reston, VA 22092

10 U.S. Department of the Interi r
Bureau of Land Management
P.O. Box 26800
Billings, MT 59107

11 Environmental Protection Agency
Deputy Regional Administrator
Suite 900, 1960 Lincoln Street
Denver, CO 80203

12 Department of Anthropology
University of Montana
Missoula, MT 59801

13 Dept. of Fish, Wildlife & Parks
Parks Division
1420 East Sixth
Helena, MT 59620

14 Dept. of Health and
Environmental Sciences
Air Quality Bureau
Cogswell Building
Helena, MT 59620

15 Department of Natural Resources
and Conservation
32 South Ewing
Helena, MT 59620

16 Environmental Quality Council
Capitol Post Office
Box 215
Helena, MT 59620

17 Montana Historical Society
State Historic Preservation Officer
225 North Roberts Street
Helena, MT 59620

18 Montana State University
Institute of Applied Research
Bozeman, MT 59715

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26 State Clearinghouse
Agnes Zipperian
Capitol Annex
Helena, MT 59620

27 Chamber of Commerce
P.O. Box 237
Wolf Point, MT 59201

28 Honorable Jack A. Lambert, Mayor
City of Wolf Point
Wolf Point, MT 59201

29 Williston Basin Interstate
City of Wolf Point
201 Fourth Avenue, South
Wolf Point, MT 59201

30 Fort Peck Tribal Executive Council
P.O. Box 1027
Fort Peck Agency
Poplar, MT 59255

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SUMMARY

I. TYPE OF ACTION

(X) Administrative	( ) Legislative
(X) Draft	( ) Final
(X) Environmental Assessment	(X) Programmatic Section 4(f) Statements

II. INFORMATION

The following persons may be contacted for additional information concerning this document:

Federal Highway Administration Helena, Montana 59626	301 South Park Phone: 449-5310
Stephen C. Kologi Montana Department of Highways Helena, Montana 59620	2701 Prospect Avenue Phone: 444-6242
Donald D. Anderson Montana Department of Highways Helena, Montana 59620	2701 Prospect Avenue Phone: 444-6230
Jay B. Randall Glendive, Montana 59330	503 N. River Avenue Phone: 365-5296

III. NEED FOR THE PROPOSED PROJECT

The proposed project will provide for construction of a bridge and approaches. The bridge will span the Missouri River at a point about six miles southeast of Wolf Point, Montana. This is in the northeastern portion of the state, the river being the boundary between Roosevelt and McCone Counties. It is also the southern boundary of the Fort Peck Indian Reservation. This is a well established primary highway connecting Circle and Wolf Point via 13 and 13W, and Circle and Scobey via 13 (Exhibit 3).

At previous corridor public hearings the existing route, as well as a bridge location directly south of the city of Wolf Point, were presented for consideration. The majority of input received favored the present routing. From this support, engineering studies, costs,

etc., the decision was made to reconstruct the highway following the established route. Six miles of newly reconstructed sections of primary highway now extend both north and west of the junction of Montana 13 and 13W located about 0.5 mile north of the existing bridge.

The existing bridge was built in 1930 with approach spans of steel multi-stringers and three main spans of steel through-truss. It is 1074 feet long and the deck is 21 feet wide. Along either side within the structure the vertical clearance was only 11 feet, with the middle 12 feet of the bridge deck having a clearance of about 15 feet. Thus, vehicles of 11 feet or more total height essentially restricted traffic to one-way when crossing. It has since been modified to allow full clearance (15 feet) all the way across. The bridge also possesses a pronounced hump which reduces the sight distance. The overall condition of the structure makes it eligible for federal funding under the bridge replacement program. Pictures of the existing structure are included as Exhibit 2.

The roadway immediately north and south of the bridge has a 20 foot finished surface improved with a road mix bituminous surface treatment in 1937. The horizontal alignment includes a tangent across the bridge and on all of the north approach. The south approach includes one five degree curve 1300 feet off the bridge end. The vertical alignment includes grades up to five percent with an angle point and short verticals. The structure itself is on crest verticals of 556 and 400 feet with an angle point between them.

The age, narrow width, and vertical alignment of the existing structure are all factors which contribute to the need of replacing the old bridge. Also, the existing steel through-truss type of structure is difficult and costly to widen in-place. The study of alternatives included a new structure location (1) just upstream, or (2) approximately 800 feet upstream of the present bridge, or (3) on the present location using the existing piers, and (4) the no-build.

Accident statistics reveal an accident rate of about 6.7 and a severity of 1.4 (per million vehicle miles) as compared to a statewide average of 2.27 and 1.50, respectively. More specifically, in the area of the bridge and the immediate approaches, there have been 21

accidents reported in the last ten years. Of these, seven were directly involved with the bridge and/or railing and five were directly related to a driveway and/or intersection immediately off the north bridge end. This was a definite cluster area within the length of the project.

With a projected year 2008 traffic volume averaging 1350 vehicles per day, the road and bridge are substandard in width to handled the expected future traffic volumes. The Montana Highway Commission has established a 35 mph speed limit through the existing bridge because of its narrow width, low vertical clearance, and restricted sight distance.

The intent of this project is to improve the safety and operational capacity of the existing bridge by increasing the clearance both horizontally and vertically.

Maintenance work has included roadway patching and repair of cross bracing on the structure which has been hit by high loads on trucks.

IV. PROJECT DESCRIPTION

This proposed project will provide a new bridge across the Missouri River and about one mile of new approaches which will connect to the existing roadway. The project is located about six miles southeast of Wolf Point, Montana on Montana Highway 13 (Exhibit 1). This primary highway is classified as a minor arterial extending south 47 miles to Circle and north to a junction approximately 0.5 mile, from where it extends west to Wolf Point and north 52 miles to Scobey. In the level of development plan for rural primary highways in the State of Montana, this section has been categorized in the Resurfacing, Restoration, and Rehabilitation level. This means that projects in this category will be developed to maintain and enhance safety and structural integrity with emphasis toward maintaining a satisfactory level of traffic movement on existing facilities.

The new bridge is proposed to be located just upstream from the existing structure. It will be approximately 955 feet long with a

deck width of 36 feet. This will conform to AASHTO standards. The old bridge which is historic, will remain inplace to be used for utility crossing.

An archaeological site along the south river bank and along the existing highway approaching the old bridge is also historic. The majority of this site is east of the proposed new south approach to the new bridge. The new construction impacts are considered to be minimal to this site. A portion of the present highway that approaches the old bridge from the south will remain inplace for use by a utility company for access to their facilities.

A new structure meeting today's standards will improve the flow of traffic crossing the river with a wider roadway and unrestricted overhead clearances. Safety of the traveling public will be enhanced considerably by eliminating the hump in the middle, eliminating the need for speed limits now imposed and by increasing lateral clearance to allow vehicles to pass easily. Improvement in the load carrying and functional capacity with increased sight distance will also add to the safety of the traveling public.

The location now being proposed will continue the use of the existing highway corridor. Within the past three years the primary highways both west into Wolf Point and north towards Scobey from the junction have been rebuilt to a 40-foot and a 32-foot top width, respectively.

ENVIRONMENTAL ASSESSMENT

I. DESCRIPTION OF THE PROPOSED PROJECT AND ITS SURROUNDINGS

A. Location - The proposed project is located on Montana Highway 13 in northeastern Montana. Highway 13 is a north-south primary route connecting Circle (47 miles to the south) with Scobey (52 miles to the north). The project begins in McCone County approximately 3200± feet south of the Missouri River and extends northwesterly across the Missouri River to end in Roosevelt County at the intersection of Montana 13 and 13W. Montana Highway 13W connects Highway 13 with Wolf Point. The bridge crosses the Missouri River at

a point approximately six miles southeast of Wolf Point. The Fort Peck Indian Reservation encompasses the area north of the Missouri River, Exhibit 4.

B. Scope of Work - The project will involve rebuilding approximately 5900 feet of Montana Highway 13. It will include construction of a new bridge across the Missouri River and appropriate connections at each end. The proposed alternate (#1) begins at a point about 3200± feet south of the present bridge. The new alignment will then angle slightly west so that the new bridge will be 95± feet west at the south end of the present bridge and 60± feet west at the north end. The new roadway will tie back into the present highway at the junction of Highways 13 and 13W. The new roadway will have at least a 28-foot finished surface consisting of two 12-foot driving lanes with 2-foot shoulders. Consideration will be given to include a bike path in the design along the westerly shoulder from the bridge north to the junction.

The new bridge will have a deck width sufficient to accommodate a 36-foot roadway. This will conform to AASHTO standards.

The length and elevation of the new structure will depend on the hydrologic and hydraulic study of the river at this location. Existing private road approaches and other accesses will be constructed or maintained as necessary. The old bridge will be given to the utility company that presently occupies it for historic preservation and used inplace as a utility crossing of the river.

There may be some readjustment of an eight-inch high pressure gas line and a telephone cable, both presently attached to the existing bridge.

Special attention will be given to the approach to the park area just off the north bridge end on the west side of the new highway. This will include attempting to lower the grade, adjust location further from the bridge and providing a longer landing. The increased sight distance of the new bridge will help this situation considerably.

C. Natural Environment - Wolf Point is situated east of the Continental Divide near the Missouri River at an elevation of 1,988 feet. Bluffs extend east and west, south of the river, and the

Missouri River floodplain extends to the north. The physiography of the area is almost entirely a product of glaciation, but alluvial soils are found in places. Fort Peck Reservoir is located about 35 miles upstream.

The climate around Wolf Point is continental in nature. A wide range of seasonal temperatures are experienced. Summers are usually pleasant with warm days and cool nights. Winds are moderate, with little wind during colder winter weather.

The annual precipitation averages 13 inches with June being the wettest month. The growing season is 120-125 days with the first frosts in October.

Fish and wildlife are abundant along the Missouri River. Game fish in the project vicinity include walleye, northern pike, sauger, yellow perch, black bullhead and channel cat. Various non-game fish also inhabit the waters.

Big game animals found in this area include mule and white-tailed deer and pronghorn antelope. Game birds include sage grouse, sharptails, ringnecked pheasants and Hungarian partridge. Numerous migratory waterfowl and non-game birds and mammals are also found in the area.

D. Human Environment - According to the 1980 census, the population of Wolf Point was 3,074 and the population of Roosevelt County was 10,467. These figures changed very little from 1970 and are about a 12% decrease from 1960, which showed a 22.4% increase from 1950. This growth and subsequent decline and stabilization is attributable to the major oil exploration and production activities in the northeastern region of Montana.

The main economic base of Wolf Point and the surrounding area is the agriculture and livestock industry. Industrial activity, per se, is rather modest; the largest contributors being a major oil refinery (seven miles east of Wolf Point) and the associated service units for the nearby Williston Oil Basin.

E. Land Use

The lands along the project corridor are devoted to agriculture and livestock. The only exception is a 24.6 acre portion of Section 28 in Township 27 North, Range 48 East, located along the

north river bank which is owned by the city of Wolf Point. The present highway bisects this section with a 100 foot right-of-way. An additional 150 feet along the westerly right-of-way line adjacent to the highway has been delineated as proposed highway right-of-way, Exhibit 5. That portion of city ownership lying west of the new highway right-of-way and south to the river is being leased to the Lions Club as a park and recreational area. The portion east of the existing highway right-of-way belonging to the city is not being developed for any specific purpose.

The City of Wolf Point has submitted documentation that the additional right-of-way required from city owned property is not part of a designated park area and is not a significant recreation area. Concurrence was granted by the Federal Highway Administration that no 4(f) or 6(f) involvement with this park area is created by the proposed project. See correspondence pages.

F. Alternatives

There have been four alternates considered during the development of this project.

Alternate 1 consists of building a new bridge west (upstream) of the existing structure and sufficient roadway to connect back up with the present highway. An approximate length for this structure would be 955 feet with a slight skew angle crossing of the river. During construction traffic would be maintained on the existing bridge. The existing bridge will remain inplace and turned over to a utility company for historic preservation and used as a utility river crossing. Preliminary cost estimates:

		36' Roadway
Bridge Structure	-	$4,450,000
Roadway, Right-of-Way & Utilities	-	800,000
Total	-	$5,250,000

Alternate 2 consists of building a new bridge 800± feet upstream from the present structure and sufficient roadway approaches. Due to a poor river crossing area, this bridge would be approximately 1300 feet long. This location would be west of the park and require all

new right-of-way and longer roadway approaches. Traffic could be maintained on the existing bridge during construction. Preliminary cost estimates:

	36' Roadway
Bridge Structure -	$6,120,000
Roadway, Right-of-Way & Utilities -	1,000,000
Total -	$7,120,000

Alternate 3 consists of building a new bridge using existing piers on existing alignment. To use the existing piers would require a detour structure for maintenance of traffic. This particular site is subject to heavy ice jams and the time required to construct the new structure would dictate that the detour structure remain in use for two and possibly three construction seasons. The normal type detour structure (a series of short spans on piling) is therefore ruled out due to their susceptibility to ice damage. The alternate method would be to construct temporary piers just downstream from the existing piers and move the existing trusses over to use them as the spans. Because of the span lengths involved and the ice conditions, these piers would have to be quite substantial and would be expensive. The process of moving the trusses would require a month or more and the traffic would be restricted to one-way with a limited speed and would require flagging during that period.

Another item to be addressed is the capability of the existing piers to support the additional dead loads and live loads. We estimate these loads to create a pier reaction of 2990^{k}. The piers were probably designed for about 2120^{k}. The footings are founded in bear paw shale and could probably support the extra load safely. The pier shafts, however, cannot support this additional loading without major modifications. They are massive in size but have very light reinforcing.

While the cost of the actual modifications would be within reason, the cost of the necessary cofferdam to provide access to the part of the pier that needs modification would be extremely high. The feasibility of such a cofferdam is questionable.

We estimate the cost for this alternate modifying and reusing two piers to be $6,300,000± for a bridge with a 36-foot roadway.

Alternate 4 is the "no-build" alternate which would not change the existing situation. This would retain a functionally obsolete bridge in place.

II. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

The major impact of this project will be the improvement of a highway facility for the traveling public. The new structure will have unlimited vertical clearance and wider horizontal clearance to facilitate the safe movement of traffic. This project will continue the improvement of an important primary highway system serving northeastern Montana separated by the Missouri River. Fire protection, emergency service, school bus and mail routes will benefit from the reduction in the potential for an accident to block the bridge and require a lengthy delay or detour. Other impacts include the affect on the historic bridge and archaeological site.

A. Social and Economic

Health, education and religious facilities will benefit due to the increase in safety which the project will introduce. Local fire protection and other emergency services will also benefit from the increase in design speed and safety. Employment will not be significantly affected by this project although some increase during construction may be experienced. This temporary increase should aid businesses in Wolf Point and nearby locations.

Some utility moves are involved, but they are not considered significant as service will not be affected. Agreements with the various utility companies will be made prior to construction to minimize possible damages or inconveniences. All existing utilities will be perpetuated throughout the project.

Transportation facilities serving Wolf Point are U.S. Highway No. 2, Montana Highway No. 13W, and systems of secondary, county and farm roads; the Burlington Northern Railroad and Big Sky Airlines. None of these facilities will be adversely affected by the project.

These impacts would be the same for all alternates except the no-build and Alternate 3 which would result in the demolition of the historic bridge.

B. Right-of-Way

Before construction can be started it will be necessary to acquire additional right-of-way. The total amount required is not expected to exceed 12 acres for the proposed alternate number 1.

It is expected that the right-of-way required south of the river will be 6.7± acres. Federal land affected is managed by the Bureau of Land Management, the other land affected belongs to a private individual. All of the affected property is used for agricultural purposes and no homes or families will be impacted. The Bureau of Land Management has no plans to develop a park or recreation site in this area.

The right-of-way required north of the river will amount to 4.0± acres. The majority of this right-of-way has been reserved by the City of Wolf Point for a highway bridge project. The small remaining amount will be obtained from a private individual. Approximately 0.4 acre of land will be available for replacement on the east side of the roadway when the old bridge approach is obliterated and reseeded.

Additional right-of-way that is necessary for Alternative 2 is not expected to exceed 22 acres.

On the north side of the river the 9± acres that will be required are Tribal Trust Allotments. All of the affected property is used for agricultural purposes or is grazing land.

The right-of-way required on the south side consists of 13± acres and is private land or federal land managed by the Bureau of Land Management and is used for grazing.

There would be very little new right-of-way required for alternate 3, using the existing piers, only that necessary to widen the roadway.

The no build alternate will require no new right-of-way.

C. Wildlife

The highway does pass through antelope, deer and game bird habitat, but the proposed project will not have any substantial

adverse impacts on fish and wildlife resources. There will be a small loss of wildlife habitat due to the construction of the project. Consideration will be given to constructing fences that will allow passage of pronghorn antelope. There are no threatened or endangered species that inhabit the area. Impacts on the area's fish and wildlife will be short term and minimal.

These impacts will be the same for all alternates except the no build.

D. Air and Water Pollution

A temporary increase in air and water pollution is expected during the actual construction process. The contractor will be required to meet State Air Pollution Standards with regard to dust control and air pollution control in order to keep air pollution to a minimum. The project is not in conflict with the State's plan for achieving federal ambient air quality standards and we agree with the determination of the State Department of Health and Environmental Sciences that this project will not have a significant adverse effect on air quality in the area. Also, the project does not meet the requirements for review of projects as established by the Environmental Protection Agency. Their concern for air quality generally begins when the 10 year projected traffic increases by 10,000 vehicles per day or when the 10 year projected traffic is 20,000 vehicles per day. The 20 year projected traffic for this project is only 1350 vehicles per day which is considerably less than EPA's standards. The projected traffic figures for this project are based on an assumption of natural growth irrespective of the type of facility. In other words, upgrading the present facility is expected to have little influence on the volume of traffic using the road. On this basis, no significant long-term adverse impact on air quality would be expected as a direct result of this project.

The contractor will be required to exercise every reasonable precaution throughout the life of the project to prevent pollution of the Missouri River. The contractor will meet the requirements of state and federal regulations relating to the prevention and abatement of water pollution. Although some water pollution is expected during construction and placement of the bridge, no fishery problems are

expected. Construction of the bridge will be performed so minimal short-term d gradation of the water quality occurs. Construction of the piers will be performed within sheet metal cofferdams to minimize increases in stream turbidity. Earthen dikes to facilitate construction over the flowing stream will not be permitted. Access to facilitate construction over flowing water will be permitted by measures such as temporary work bridges or barges.

E. Noise Pollution

The majority of the land along this project can be considered to be undeveloped in regard to noise pollution since it is devoted mainly to farming and ranching. The most sensitive area in regard to noise standards is the area leased by the Lions Club of Wolf Point.

A preliminary noise level assessment on the subject project indicates that traffic noise should not be a problem. Design hour noise levels for the year 2008 are approximately Leq(h) = 64 dBA at a distance of 100 feet from centerline. This is below the maximum level of Leq(h) = 67 dBA.

No recreational activities are expected closer than 80' from centerline in the area.

This impact would apply to all alternates.

F. Historic and Archaeological Sites

Two prehistoric sites, one historic archaeological site and one isolated find were discovered during survey of the south approach alignments. Alternates 1 and 3 will impact the historic archaeological site. Alternate 2 would impact one prehistoric site and the no build would have no impact. Both alternates 1 and 3 would require mitigation of effects upon the National Register eligible archaeological site 24 MC 1.

A complete cultural resource survey has been completed. Copies of this inventory are available for review at the Department of Highways office in Helena, Montana.

In addition, the existing bridge is of historic significance and has been determined eligible for listing on the National Register of Historic Places. All alternates except the "no-build" would adversely affect the bridge if it were to be removed.

The proposed alternate number 1 preserves the historic bridge as it will remain inplace to serve as a utility crossing of the river. Alternate 3 would destroy the superstructure of the historic bridge.

The 106 process has been completed resulting in the preservation of an historic bridge and avoidance of adverse impacts on known archaeological sites.

G. Wetlands

There are no areas that could be considered as wetlands that will be affected by the project on any alternate.

H. Prime or Unique Farmland

No prime or unique farmland areas will be affected by any alternate, and coordination with the Soil Conservation Service is not necessary.

I. Threatened or Endangered Species

There are no known threatened or endangered species residing in the immediate vicinity of the proposed project and construction of the project will not interfere with any big game migration routes or winter ranges.

J. Wild and Scenic Rivers

The proposed new bridge will not have an adverse effect on any wild and scenic river as this reach of the Missouri does not have this classification potential.

K. Parks and Recreation Areas

There is a designated park area adjacent to the highway on the north river bank that was deeded to the City of Wolf Point in 1929 (see Exhibit 5). It has since been leased to the Lions Club of Wolf Point who are maintaining the area west of the highway as a park and recreation area. There have not been any improvements made in the area east of the highway and no plans for any future development. Right-of-way for the existing highway has been established at 50 feet each side of centerline through the park area. An additional 150 feet on the west side has been delineated for the new bridge and wider highway. See correspondence section for coordination.

Impacts to the park land would be insignificant as alternate 1 would be within already established right-of-way, alternate 2 would miss the park entirely to the west, alternate 3 would require a minor amount on the east side for widening of the structure and highway, and alternate 4, the "no-build," would require no change.

Access to the park would be improved with any of the alternates 1, 2 or 3. On alternate 1 and 3 the westerly shoulder would match that of the section extending northwesterly into Wolf Point. This continues the bike path at least to the approach to the park.

III. RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

Since a roadway already exists, this project should have little altering effect on the area's use and productivity. The farming and ranching operations should be able to operate as well, if not better, with an improved route of transportation to market. Those working on oil-related activities along with local people will have a safer and more efficient transportation facility.

Some short-term inconveniences are expected during construction. Detours and stage-type construction should help maintain the shopping patterns of farmers, ranchers and local residents.

There will also be some short-term effects on the environment during the construction process; however, they should be insignificant.

The land that will be taken for right-of-way will not be available for agricultural and livestock use unless a demand greater than the highway causes a change back to its present use.

IV. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

No resources other than money, labor, and road and bridge building materials will be irretrievably committed to this project. The land needed for right-of-way will not be available for other use unless a demand greater than the structure or roadway requires some change in land use. The commitment of social and cultural resources will be insignificant. The use of money, materials, land, etc., is considered to be justified as it will provide a much needed highway facility which will serve the traveling public.

There does not appear to be any major irreversible commitment of resources that would significantly affect the environment in the area of the project.

This project should not cause any significant change in energy requirements.

An existing historic resource, the old bridge, will be preserved and there is no adverse effect on the archaeological site.

V. PERMITS AND ACTIONS BY OTHER AGENCIES

Floodway Management

The project has been coordinated with the Montana Department of Natural Resources and Conservation concerning current or anticipated Floodplain Management regulations. No regulations are currently in effect and no detailed studies are anticipated to be initiated in this area.

Corps of Engineers

Permits will be obtained from the Department of the Army, Corps of Engineers, under appropriate provisions of Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 1977, and of the Rivers and Harbors Act of 1899.

Until additional design is completed, it is not known how much fill material will be placed below the ordinary high water elevation. However, based on an ordinary high water elevation of 1966.6, the only fill material below the O.H.W. should be the concrete required for pier construction.

United States Coast Guard

It is not necessary to apply for permits from the United States Coast Guard as this bridge crosses a non-tidal waterway. The delegation of authority for this determination has been added to Part 1, Chapter 5 of FHWA Order 1-1 as change number 132 dated October 4, 1982.

Montana Pollutant Discharge Elimination System

Permits will be obtained from the Montana Department of Health and Environmental Sciences for discharges into the river associated with the dewatering of cofferdams.

Stream Protection Act

Approval will be obtained from the Montana Department of Fish, Wildlife and Parks for work involving the river.

VI. COORDINATION WITH OTHERS

During the location studies for the reconstruction of Montana 13W beginning in Wolf Point and extending southeasterly to a connection with Montana 13 about one mile south of the Missouri River, alternate bridge sites were discussed with the public, as well as with county, state and federal agencies. At previous public hearings the majority of the local people and businessmen supported improvement of the existing route.

A request for comments from federal agencies revealed no significant effect on their properties or management programs.

Coordination has been extensive with regard to historic and archaeological properties. See correspondence section for coordination. The status of the 106 process is complete with receipt of the approval of the preliminary case report and Memorandum of Agreement from the Advisory Council on Historic Preservation. See exhibit pages 31-34.

There is considerable correspondence on file in the Department of Highways Helena office documenting our coordination with other Federal, State and local officials. Included in this is correspondence with the utility company that has agreed to assume ownership of the old bridge. This correspondence is available for review.

A public hearing will be scheduled for this project.

VII. MITIGATION MEASURES

As directed by Section 106 of the National Historic Preservation Act, mitigation measures are necessary to reduce the impacts of a Federal-aid highway project on historic and archaeological resources.

Mitigation measures will include photographing and recording the existing structure in accordance with Historic American Engineering Record standards. Information from the historic American Engineering Record, along with copies of the original plans and other historical information, will be bound in booklets and given to the Wolf Point

Library and the Montana Historical Society Museum. A sign indicating historical information located in the vicinity of the existing bridge was suggested as a mitigation measure. This was rejected after discussion with local officials, highway maintenance, and District personnel indicated that vandalism and maintenance were problems with locating a sign such as this.

In attempts at finding an adaptive reuse of the existing structure, the City of Wolf Point was contacted and responded in writing that they were not interested in obtaining ownership and management of the bridge. Further attempts with a utility company has proved successful as the Williston Basin Interstate Pipeline Company has agreed to assume ownership of the bridge and will use it inplace for their pipeline crossing.

The archaeological site (24 MC 1) is eligible for listing in the National Register of Historic Places. Testing of this site has been conducted and a request for a determination of eligibility submitted to the Keeper of the Register who determined the site eligible. The project contract will specify that the contractor shall have his staging area on the west side of Highway 13, not in the terrace to the east. Furthermore, it will stipulate that should fill be needed during road construction south of the new bridge, it cannot be obtained from the borrow area along the southeast side of 24 MC 1. At project completion, the old section of highway will have the blacktop removed and the ground reseeded.

The contract will specify that all work will be confined to the west side of the old bridge and roadway where possible. No heavy equipment will be used east of the former road except as is needed in bank dressing. Access to the abutment will be gained only from the west side of the roadway.

VIII. PROGRAMMATIC SECTION 4(f) STATEMENTS

As noted, the Wolf Point bridge is eligible for listing on the National Register of Historic Places and as such is protected by certain Federal regulations that require documentation of actions affecting its use. This proposed project action is covered in this Environmental Assessment and 106 procedures which have been reviewed

by the Division Administrator of the Federal Highway Administration who found that it meets the procedures of the August 22, 1983 Programmatic Section 4(f) evaluation.

This project also has a minor impact on an archaeological site eligible for listing on the National Register of Historic Places. Similarly this Environmental Assessment and Section 106 procedures indicate that the project meets the criteria of minor involvement with an historic site as set forth in the Final Nationwide Section 4(f) Evaluation and Approval For Federally-Aided Highway Projects With Minor Involvements With Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges approved December 23, 1986.

IX. CONCLUSION

Based upon the above considerations, it is determined that there is no feasible and prudent alternative to the use of land from the archaeological site and the bridge. This proposed action includes all possible planning to minimize the impact on these properties resulting from such use.

X. EXHIBITS

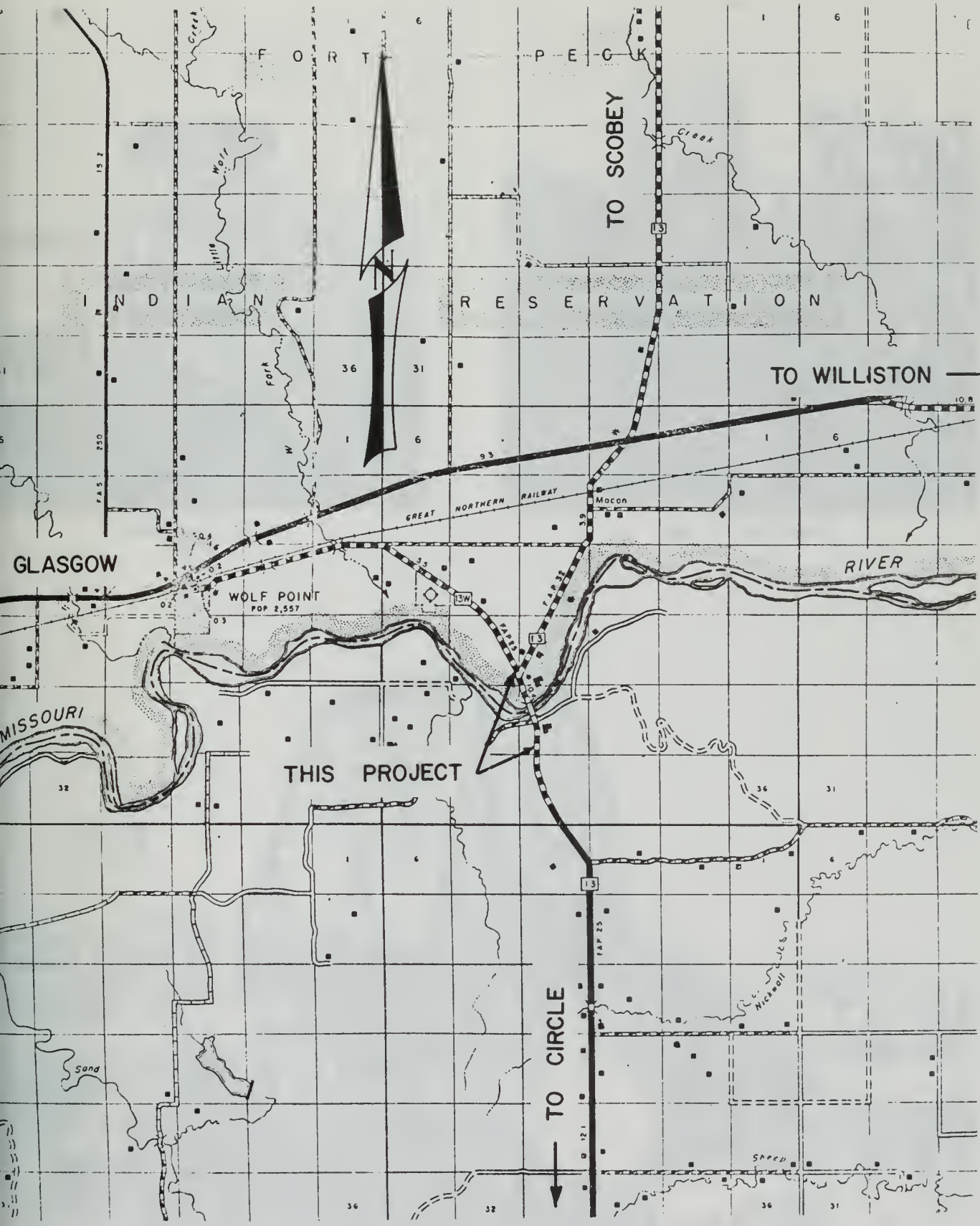
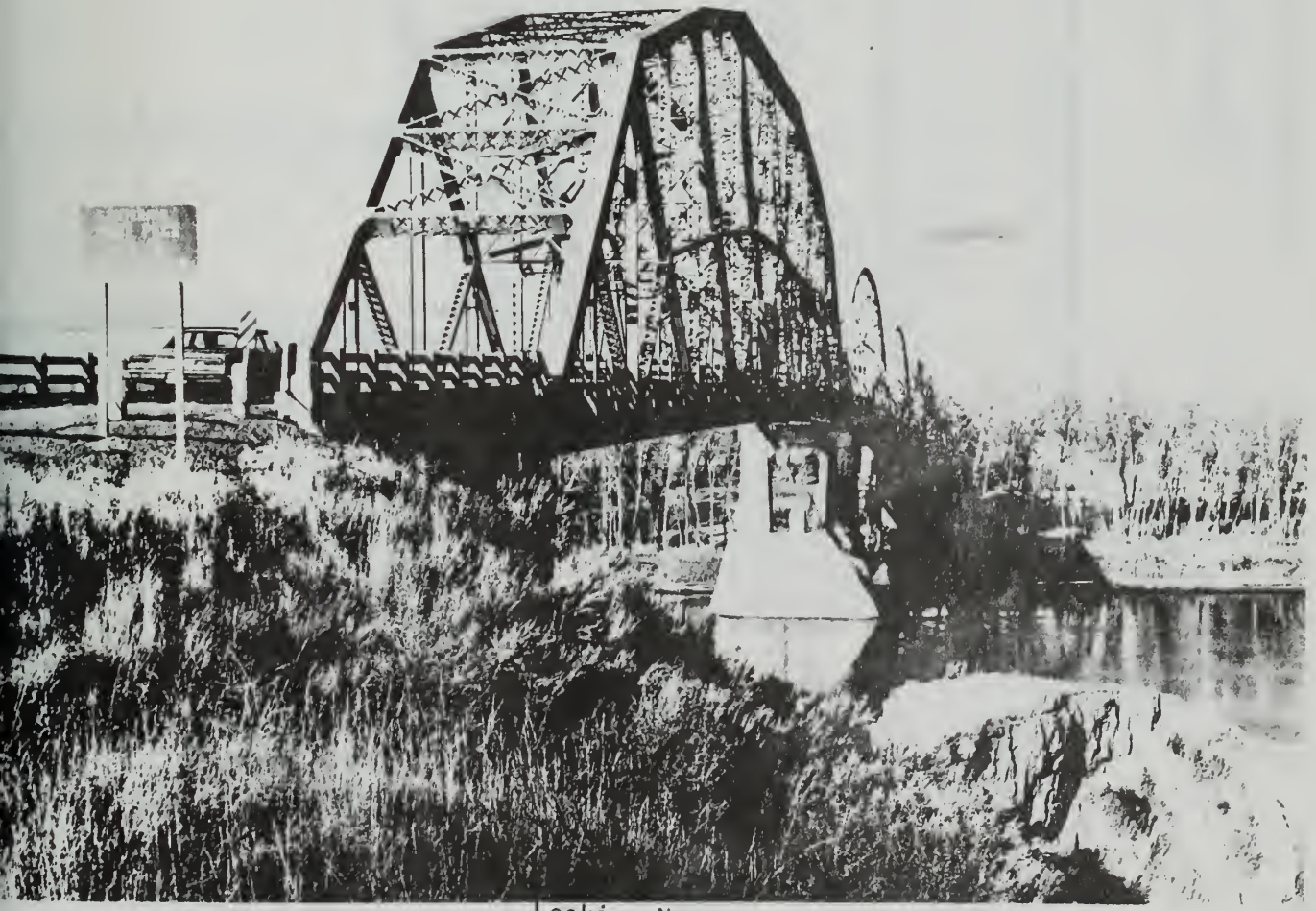

F O R T
P E C K
I N D I A N
R E S E R V A T I O N
TO SCOBEY
TO WILLISTON
GREAT NORTHERN RAILWAY
Macon
GLASGOW
WOLF POINT
POP 2,557
RIVER
MISSOURI
THIS PROJECT
TO CIRCLE
Wolf
Little
Fork
Creek
Sand
Nickwill
Speed
FAP 23
FAS 230
13
13W
93

EXHIBIT I

South Approach

North Approach



Looking North

EXHIBIT 2

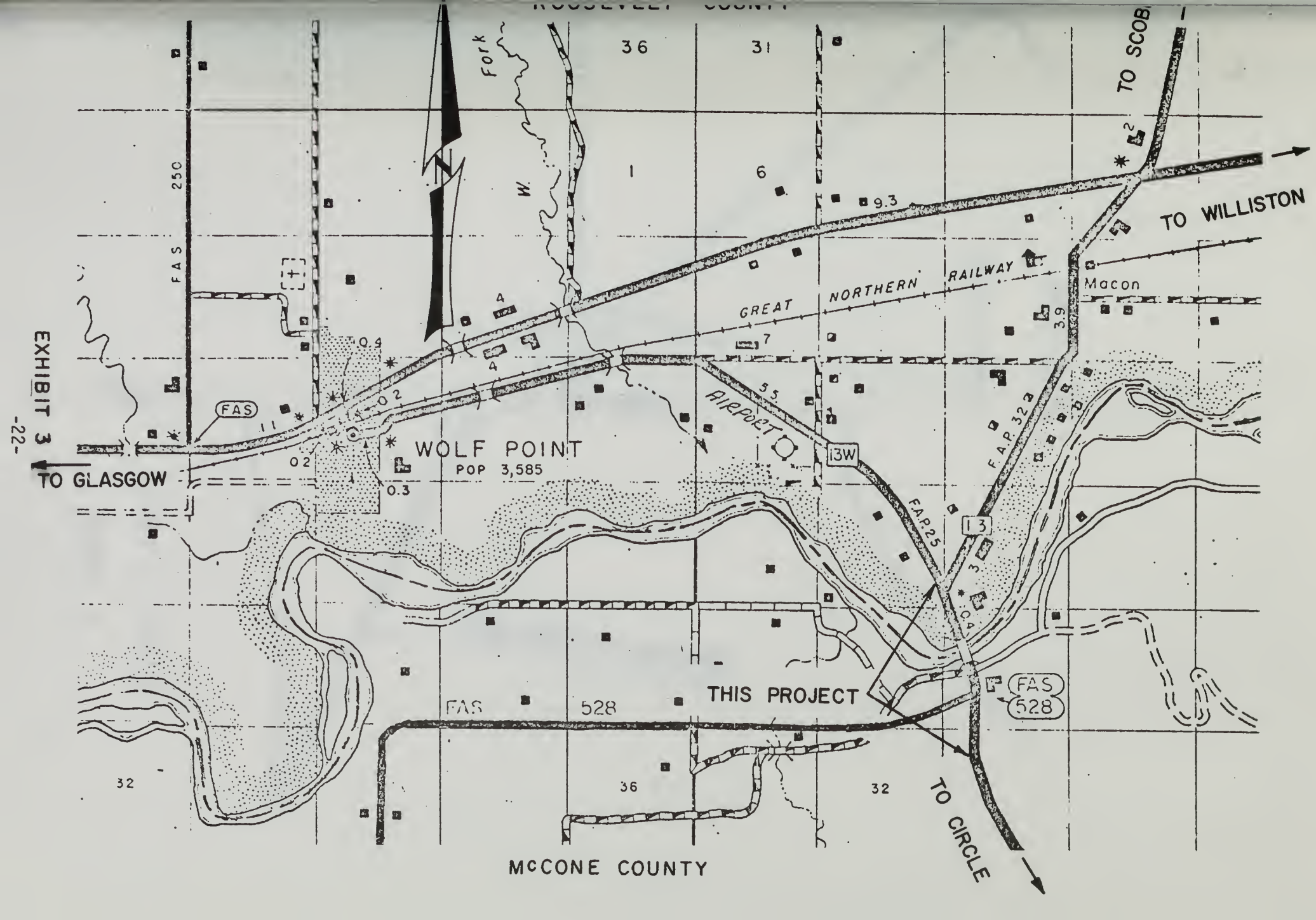


EXHIBIT 3
-22-
TO GLASGOW
WOLF POINT
POP 3,585
FAS
250
FAS
528
THIS PROJECT
TO WILLISTON
TO CIRCLE
TO SCOB
Macon
GREAT NORTHERN RAILWAY
AIRPORT
F.A.P. 32
F.A.P. 25
13W
13
McCONE COUNTY
36
31
1
6
32
36
32
W. Fork
9.3
3.9
0.4
0.2
0.2
0.3
0.4

ROOSEVELT CO.

MC CONE CO.

FORT PECK INDIAN RESERVATION

MONT. HWY 13

BEGIN RF 25-1(7)46

END RF 25-1(7)46

LEWIS AND CLARK PARK

MONT. HWY. 13 W.

MONT. HWY. 13

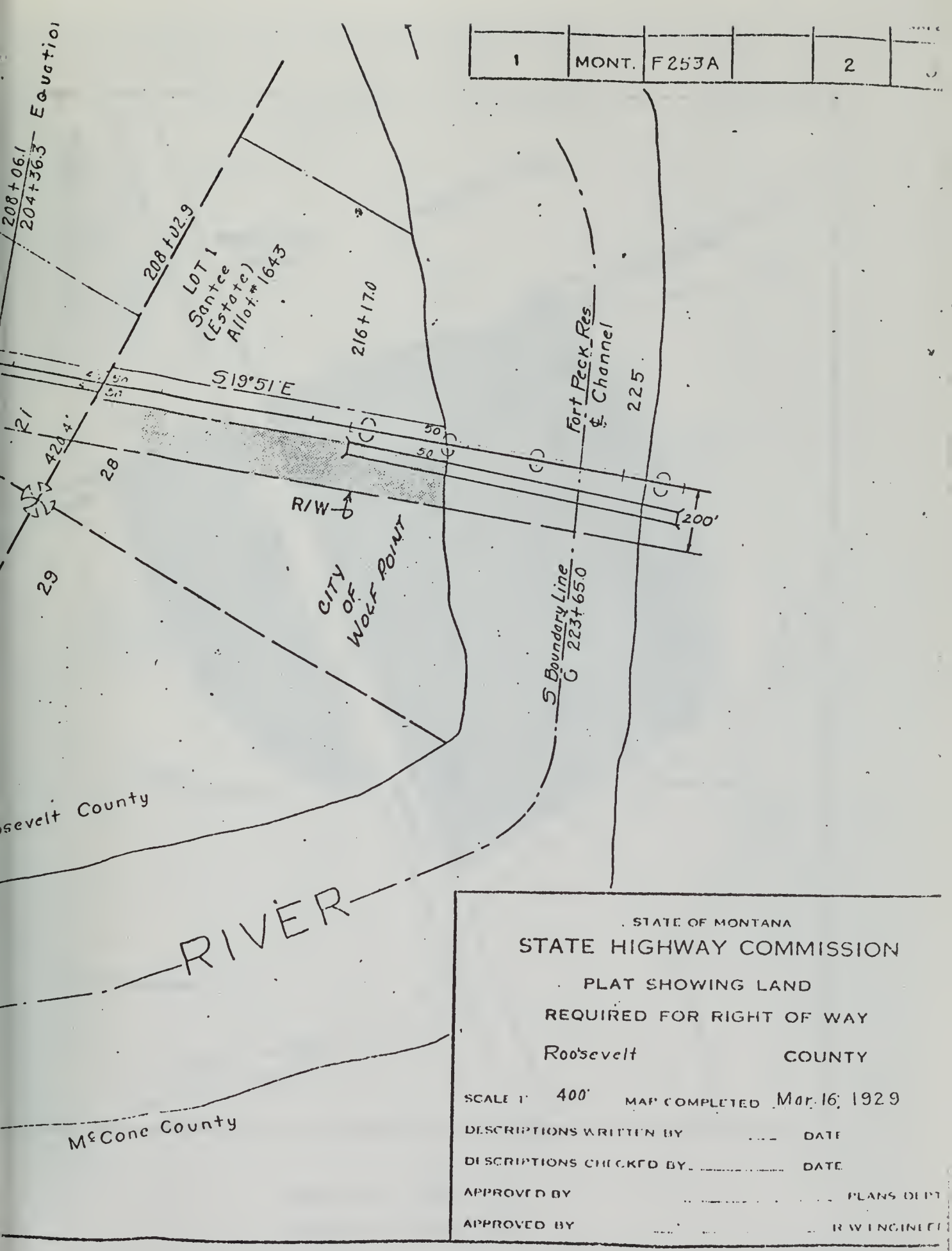
ALTERNATE 1

ALTERNATE 2

MISSOURI RIVER

Scale 1" = 500'±

Exhibit 4



STATE OF MONTANA

STATE HIGHWAY COMMISSION

PLAT SHOWING LAND

REQUIRED FOR RIGHT OF WAY

Roosevelt COUNTY

SCALE 1" 400' MAP COMPLETED Mar. 16, 1929

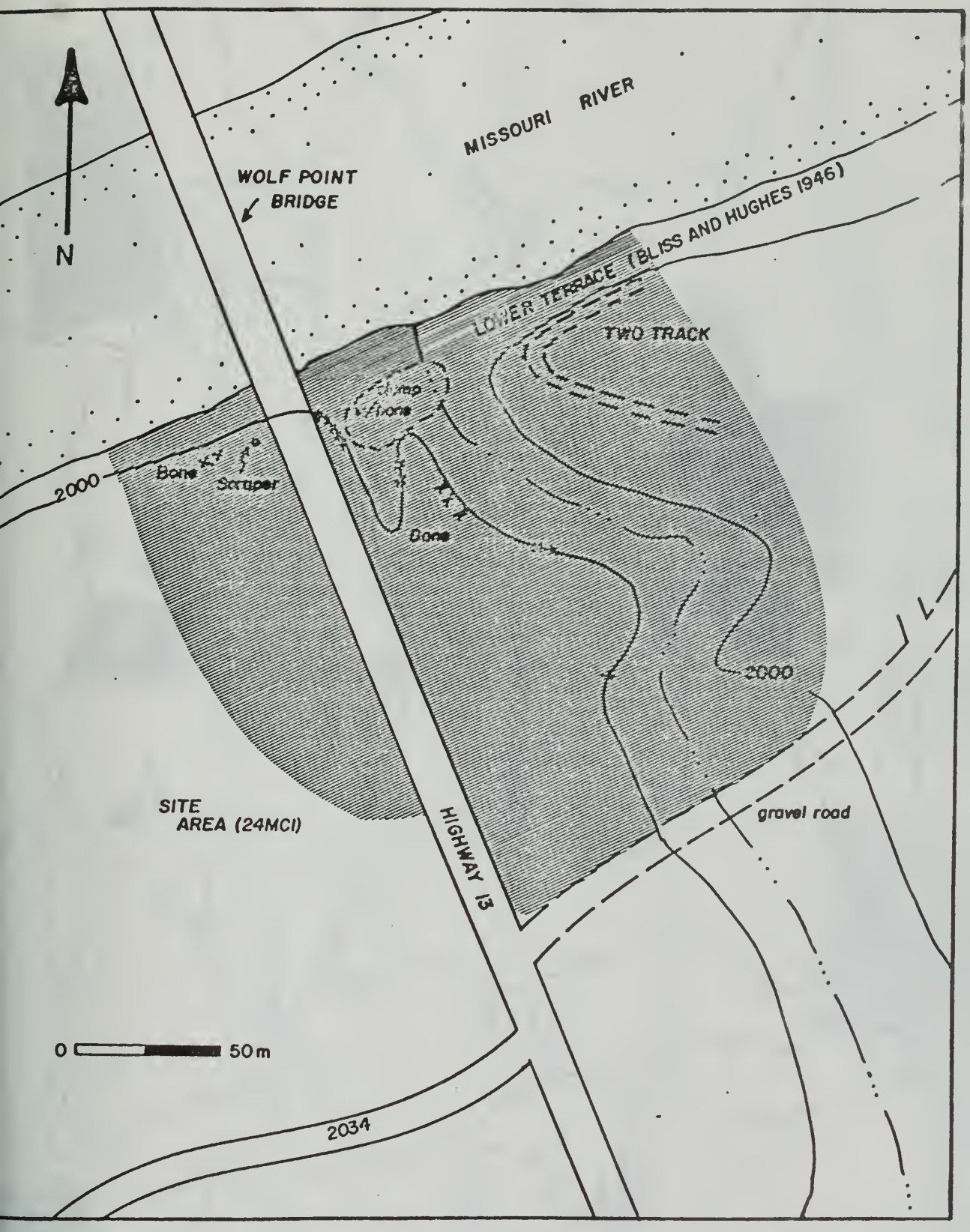
DESCRIPTIONS WRITTEN BY ____ DATE

DESCRIPTIONS CHECKED BY ____ DATE

APPROVED BY ____ PLANS DEPT

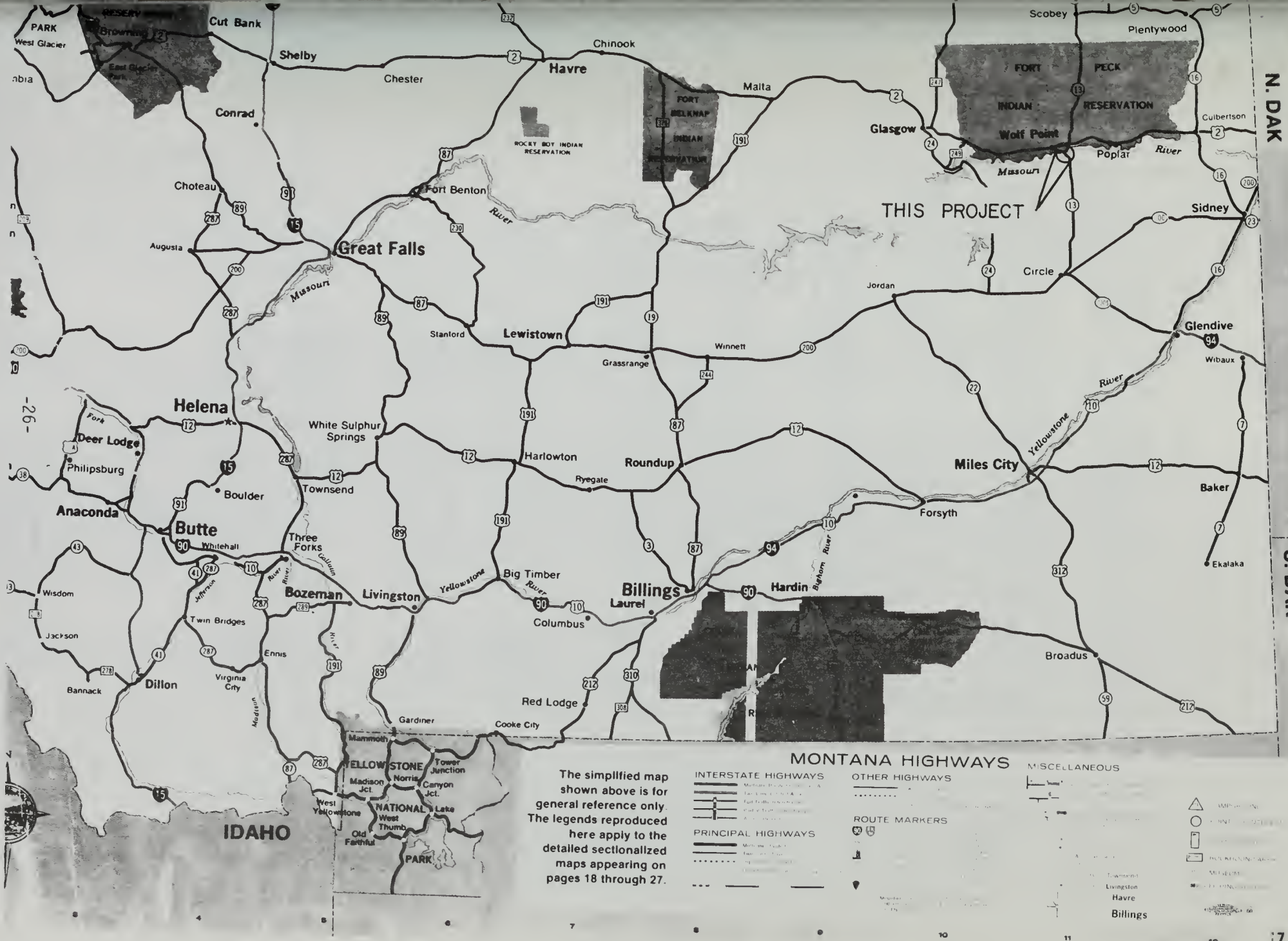
APPROVED BY ____ R/W ENGINEER

EXHIBIT 5



Map of Site 24MC1
Recorded by HRA, 1981

EXHIBIT 6


THIS PROJECT
Cut Bank
Shelby
Chester
Havre
Chinook
Malta
Scobey
Plentywood
Conrad
Choteau
Fort Benton
Great Falls
Augusta
Missouri
River
Lewistown
Stanford
Grassrange
Winnett
Jordan
Circle
Glasgow
Wolf Point
Poplar
Culbertson
Sidney
Glendive
Wibaux
Helena
White Sulphur Springs
Townsend
Boulder
Deer Lodge
Philipsburg
Anaconda
Butte
Whitehall
Three Forks
Bozeman
Livingston
Big Timber
Harlowton
Roundup
Ryegate
Miles City
Forsyth
Baker
Ekalaka
Billings
Laurel
Columbus
Hardin
Broadus
Red Lodge
Cooke City
Gardiner
Mammoth
Tower Junction
Norris
Canyon Jct.
Madison Jct.
West Yellowstone
Old Faithful
Lake
West Thumb
Dillon
Bannack
Virginia City
Ennis
Twin Bridges
Wisdom
Jackson
IDAHO
N. DAK
S. DAK
-26-
MONTANA HIGHWAYS
INTERSTATE HIGHWAYS
PRINCIPAL HIGHWAYS
OTHER HIGHWAYS
ROUTE MARKERS
MISCELLANEOUS
The simplified map shown above is for general reference only. The legends reproduced here apply to the detailed sectionalized maps appearing on pages 18 through 27.
Townsend
Livingston
Havre
Billings

LEASE

THIS AGREEMENT, made and entered into this 1st day of June, 1981, by and between the City of Wolf Point, Montana, a municipal corporation, party of the first part, hereinafter called Lessor, and the Wolf Point Lions Club, of Wolf Point, Montana, party of the second part, hereinafter called Lessee,

WITNESSETH: That Lessor for and in consideration of the rents and covenants hereinafter mentioned and to be paid and performed by Lessee, has demised, leased and let; and by these promises does demise, lease and let unto Lessee the premises described on the attached Exhibit A, which Exhibit is incorporated herein and by this reference made a part hereof.

TO HAVE AND TO HOLD, the above-rented premises to Lessee and its successors and assigns for and during the full term of ten (10) years from and after the 1st day of June, 1981, all in accordance with the provisions of the Resolution duly adopted by the City Council of the City of Wolf Point and approved by the Mayor of said City on April 20, 1981.

Lessee or its successors and assigns agree to pay Lessors as rent for the above-mentioned premises the sum of One Dollar ($1.00) per year in advance for and during the life of this lease, the receipt of which is hereby acknowledged by Lessor.

IT IS MUTUALLY AGREED BETWEEN THE PARTIES AS FOLLOWS:

1. Lessee agrees that it will use said premises for park and recreational purposes only. Lessee is permitted to maintain a residence on said premises during the term hereof to provide housing for a caretaker. Lessee shall provide all improvements required for said residence at its own expense.

2. Lessee shall be permitted to install recreational, picnic and playground equipment on said premises. At the end of the term or any extension thereof, Lessee shall be permitted to remove said equipment provided that the premise is restored to its condition prior to the placement by Lessee.

3. Lessee shall and does agree to indemnify and hold harmless the Lessor from any and all liability, damages, recoveries, and judgments on account of injury to or death of one or more persons or damage to or destruction of the property of one or more persons resulting from the negligence or wrongful act of the Lessee, its agents or employees in the use or operation of said premises.

4. That at the expiration of the original ten (10) year term hereof, Lessee shall have the option to renew the within lease for an additional term of ten (10) years under the same terms and conditions by giving written notice of such intent to renew to Lessor no less than ninety (90) days prior to the expiration of the original term.

5. That this lease may be terminated by mutual agreement of the parties at any time during the term hereof.

IT IS FURTHER AGREED THAT Lessee may not assign said leasehold during the term of this lease without the written consent of Lessor.

And that Lessee will, at the expiration of the time as herein recited, quietly yield and surrender the aforesaid rented premises to the said Lessors in as good condition and repair as when it took them, reasonable wear and tear and damages by the elements alone excepted.

IN WITNESS WHEREOF, the parties have hereunto set their hands and affixed the seals of the said corporations hereto.

CITY OF WOLF POINT, MONTANA

BY _____
MAYOR

ATTEST:

_____
CITY CLERK

(SEAL)

WOLF POINT LIONS CLUB

BY _____
PRESIDENT

ATTEST:

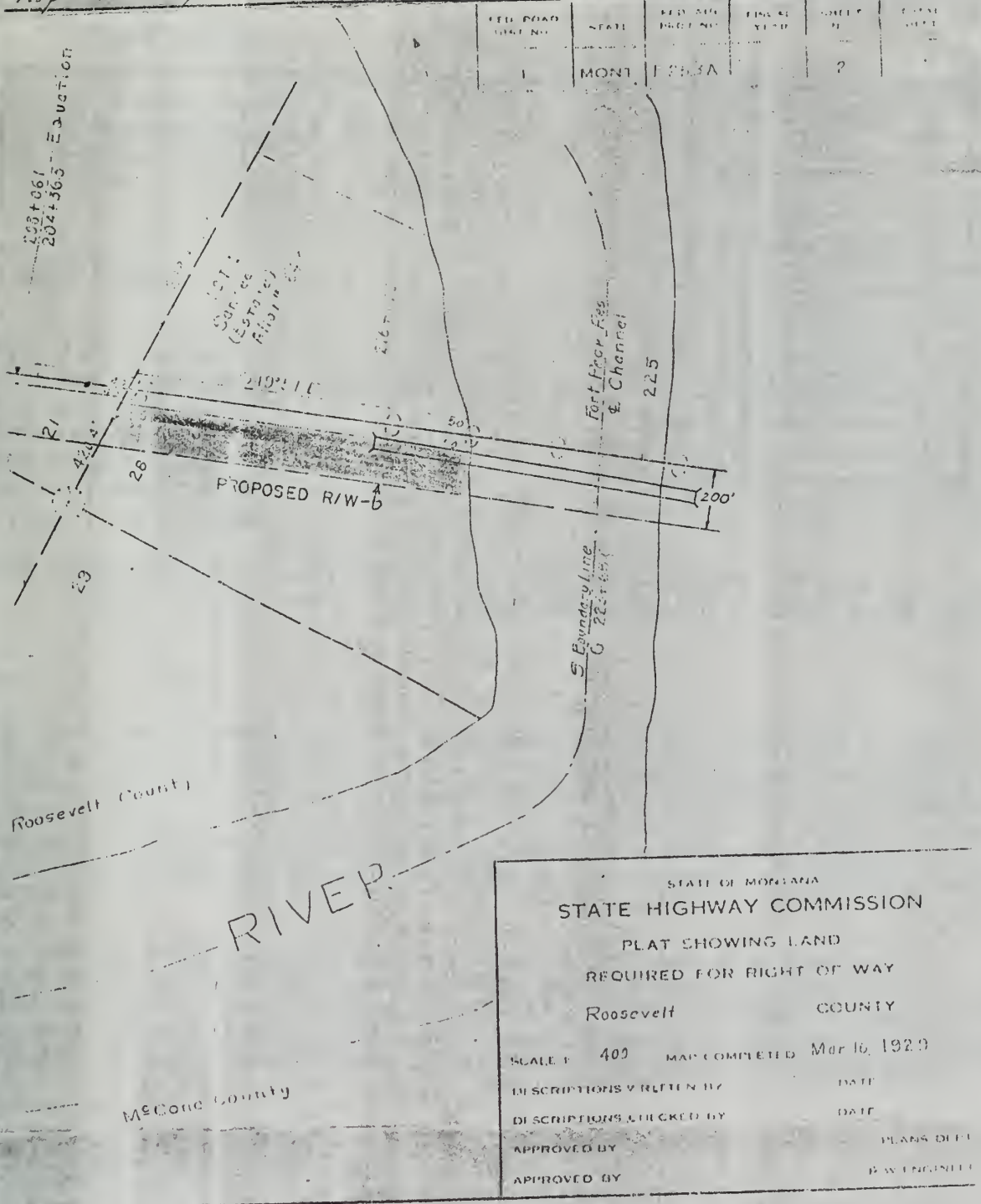
_____
SECRETARY

EXHIBIT A

Lot One (1) of Section Twenty-eight (28) in Township 27 North, Range 48 East, M.P.M. containing twenty and 60/100s acres.

EXCEPTING and RESERVING unto First Party that certain proposed highway bridge right-of-way shown on the plat attached hereto.

Twp 27 N. Rge 48 E



STATE OF MONTANA

STATE HIGHWAY COMMISSION

PLAT SHOWING LAND

REQUIRED FOR RIGHT OF WAY

Roosevelt COUNTY

SCALE 1" = 400' MAP COMPLETED Mar 16, 1929

DESCRIPTIONS WRITTEN BY DATE

DESCRIPTIONS CHECKED BY DATE

APPROVED BY PLANS DEPT.

APPROVED BY R/W ENGINEER

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Date Recd. Preconst 1/20/87				
Act	Info	MAIL ROUTE	Init.	Init.
		30 Eng. Specialties		
	✓	31 Contract Plans		
		32 Loc. Road Design		
	✓	33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
	✓	Kendall		
	✓	Koeplin		
	✓	File		

JAN 15 1987

Mr. W.S. Dunbar
Project Development Engineer
Montana Division
Federal Highway Administration
301 South Park
Mail Drawer 10056
Helena, MT 59626

REF: Memorandum of Agreement for the Replacement of the Wolf Point Bridge, Wolf Point, Montana; RS 25-1 (2)46 Wolf Point Bridge

Dear Mr. Dunbar:

The enclosed Memorandum of Agreement has been ratified by the Chairman of the Council. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and the Council's regulations. A copy of the ratified Agreement also has been sent to the Montana State Historic Preservation Officer and to the Montana Department of Highways.

On behalf of the Chairman, we commend you and the Montana Department of Highway's efforts to ensure the preservation of the historic Wolf Point Bridge. In particular, we commend the efforts of Mitzi Rossillon. We look forward to working with you and the Montana Department of Highways in such future efforts.

Sincerely,

Thomas F. King
Director, Office of Cultural
Resource Preservation

Enclosure:MOA

MEMORANDUM OF AGREEMENT
WOLF POINT BRIDGE

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist in funding the replacement of the Wolf Point Bridge in Roosevelt and McCone Counties, Montana; and

WHEREAS, the FHWA has determined that the highway undertaking will have an effect upon the Wolf Point Bridge and archeological site 24MC1, properties eligible for inclusion in the National Register of Historic Places, and has requested the comments of the Advisory Council on Historic Preservation (Council) pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470) and its implementing regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800);

NOW, THEREFORE, the FHWA, the Montana State Historic Preservation Officer (SHPO), and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA shall ensure that the following measures are carried out:

1. The Wolf Point Bridge shall be recorded according to the standards of the Historic American Engineering Record (HAER), National Park Service, so that there is a permanent record of its existance. FHWA shall ensure that all documentation is completed and accepted by HAER prior to demolition, removal, or disposal. Copies of this documentation shall be provided to the Montana Historical Society Library and the Roosevelt and McCone County Libraries.

2. FHWA and the Montana Department of Highways (MDOH) shall continue to explore alternatives for the preservation of the Wolf Point Bridge through implementation of the following program. These alternatives shall include, but are not limited to, both preservation in-place and its reuse elsewhere after its relocation.

A. Continue negotiations with the two utilities companies concerning their acquisition of the Wolf Point Bridge.

B. An advertising program: This program minimally shall include, but not be necessarily limited to, media advertisements and/or development and distribution of an attractive, eye-catching press release, developed in consultation with the Montana SHPO. The advertisements and/or press release shall

include a photograph of the bridge, an explanation that the bridge is available for preservation in-place or at a new location with a grant up to the estimated demolition cost of the bridge for its preservation, and a synopsis of the information in 2C. below. This press release shall be distributed to all media in communities in the vicinity of the bridge, including newspapers, radio, and television stations. Also, the press release shall be distributed to a list of others, developed in consultation with the Montana SHPO. Consideration shall be given to including the following in this list: local districts and resource areas of the Bureau of Land Management and National Forests, relevant state agencies, municipalities, parks and recreation districts, grazing districts, water districts, school districts, parks and recreation, Indian tribes, historical societies and historic preservation groups. Choice of newspaper advertisements, duration of advertisements, and content and format of such advertisements shall be developed in consultation with the Montana SHPO. Parties interested in the bridge shall be provided the below-described informational packet.

C. An informational package on the bridge for inquirers: This packet shall contain structural data, photographs, location map, information about its historical significance, estimated cost for relocation, an offer of a grant up to the estimated demolition cost of the bridge to help defray costs for its preservation and/or relocation, information on the availability of grants and requirements regarding relocation, rehabiltation, and maintenance, including The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Standards and Guidelines).

D. A schedule for advertising the availability of the bridge and for receiving and reviewing offers, developed in consultation with the Montana SHPO.

3. All offers and/or proposals for reusing the bridge shall be reviewed in consultation with the Montana SHPO prior to acceptance. Preference shall be given to potential recipients who are willing to preserve the bridge in-place, subject to preservation covenants (Appendix A) with adherence to the Standards and Guidelines.

4. The bridge shall be maintained until either it is transferred to the recipient or the decision made to demolish the bridge. The bridge may be demolished, if no party willing to preserve the bridge is found as the result of the marketing efforts above, after receiving the written approval of the Montana SHPO and the acceptance of the HAER documentation in stipulation 1, above, from the National Park Service.

5. Means to avoid effects to archeological site 24MC1: All vehicular access to the project area shall be from the west side of the bridge at the south abutment. No heavy equipment shall be used east of the present right-of-way on the south side of the Missouri River. The construction contractor shall not have his

staging area on the terrace east of the present roadway where intact portions of archeologicals site 24MC1 remain. Fill cannot be obtained from the existing borrow pit along the southeast side of 24MC1. Highway employees charged with project inspection shall be informed in detail and shall enforce these limits for contruction activity imposed on the contractor.

6. At any time during implementation of the measures stipulated in this Agreement, should an objection be raised, FHWA shall forward all documentation relevant to the objection or disagreement to the Council. Within 30 days of receipt of all pertinent documentation, the Council's Executive Director will either:

A. refer the matter to the Chairman of the Council in accordance with 36 CFR Sec. 800.6(b)(7); or

B. provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision.

Execution of this Memorandum of Agreement evidences that FHWA has afforded the Council a reasonable opportunity to comment on this undertaking and on its effects on historic properties.

W. S. Dunbar 11/7/86
Federal Highway Administration date

Montana State Historic Preservation Officer date

John M. Fowler 1/2/87
Executive Director date
Advisory Council on Historic Preservation

Chairman date
Advisory Council on Historic Preservation

XI. CORRESPONDENCE

CITY OF WOLF POINT

1 4th Ave. So. WOLF POINT, MONTANA 59201 Phone 65[illegible] 1852

October 29, 1981

Mr. Wayne W. Krebsbach
Administrative Officer
Plans Section
Department of Highways
Helena MT 59601

Re: Lewis & Clark Park
Roosevelt County, Montana

Dear Mr. Krebsbach:

This letter is additional documentation to support the contention that the Lewis and Clark Park is not a part of a designated park and is not a significant recreation area.

The following points apply.....

1. The City of Wolf Point owns Lot 1 of Section 28, Township 27 North, Range 48 East.

2. A strip of land 150' in width lying adjacent to the west right-of-way line of State Highway 13 and in Lot 1, Section 28, Township 27 North, Range 48 East has been reserved for bridge replacement right-of-way purposes.

3. This reserved land is not part of a designated park area and is not a significant recreation area.

I assume this will tie up any loose ends. If we can be of further assistance, please let us know.

Sincerely yours,

Ben J. Harada
Mayor

BJH:mrm

Date Rec'd NOV 2 1981

Info	Act	File	R/W Bureau Mail Route	Init
			60 Chief	
			61 Asst. Chief	
	1		62 Plans	
			63 Appraisal	
			64 Negotiation	
			65 Utilities	
			66 [illegible]	
			[illegible]	
			68 Land	
			Project	

File Due Date 11/9/81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION EIGHT

Montana Division
Federal Office Building
301 S. Park, Drawer 10056
Helena, Montana 59626-0056

MONTANA DEPT. OF HIGHWAYS
RECEIVED
NOV 13 1981
HELENA, MONTANA

November 12, 1981

IN REPLY REFER TO

HRW-MT

Mr. Gary J. Wicks
Director of Highways
Montana Department of Highways
Helena, Montana 62-GC

Dear Mr. Wicks:

Subject - RF 25-1(2)46, Missouri River Bridge - Wolf Point

Concurrence is granted in your November 3 decision as supported by the city of Wolf Point's October 29 letter attachments, that no 4(f) or 6(f) involvement with the city's park area is created by the subject project.

Sincerely yours,

Volmer K. Jensen
Division Administrator

Date Rec'd NOV 16 1981

Info	Act	File	R/W Bureau Mail Route	Init
1			60 Chief	
			61 Asst. Chief	
2			62 Plans	
			63 Appraisal	
			64 Negotiation	
			65 Utilities	
			66 Audit	
			67 Permits	
		✓	68 Land	
			Project	

File Due Date 11/23/81

ACT	INF	RETURN TO M & P
		DIRECTOR
		DEPUTY DIRECTOR
		CENTRALIZED SERVICES
		ACCOUNTING
		DATA PROCESSING
		PLANNING & RESEARCH
		PROJECT DEVELOPMENT
		ENGINEERING
		ASST. ENGINEER - OPERATION
		BRIDGE
		CONSTRUCTION
		MATERIALS
		FIELD SECTION
	1	RIGHT-OF-WAY
		INFORMATION
		SAFETY
		LEGAL
		PUBLIC RELATIONS
		CIVIL RIGHTS
		PERSONNEL
		GOVERNMENT TRANS
		DISTRICT ENGR.
		INTERSTATE VIEW

MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 449-4584 • HELENA, MONTANA 59601

Act	Info	MAIL ROUTE	Attach	Initial
	✓			
	✓			
		3[illegible] Design		
		Bruce Russell		
	✓			

May 4, 1982

Mr. Stephen C. Kologi, P.E., Chief
Preconstruction Bureau
Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Dear Steve:

Re: RS 25-2(2)46
Wolf Point Bridge

Thank you for the opportunity to review Historical Research Associates' inventory report on the above project. I agree with your reasoning with regard to performing the additional site testing at 24MC1 prior to requesting a determination of eligibility. It is very important to resolve questions on site extent and condition before a formal determination is sought.

If alternate A is not being considered any further in your project planning is not warranted at site 24MC144. For the purpose of discussing this alternate in an environmental assessment, however, it would be useful to have a firmer idea of whether the site would actually be included in the proposed R/W limits. The consultant was uncertain on this point. A strictly visual effect of the road upon this site would not be critical or constitute an adverse effect. Site 24MC145 deserves no further consideration as it does not meet National Register eligibility criteria.

Wolf Point Bridge will be included as part of the thematic nomination to the National Register of Historic bridges in Montana. We expect the photographic reproduction for this nomination to be complete by June 30th at which time the entire package may be submitted to the Keeper of the Register. As the Register generally takes the full 45 days to review nominations, we may expect the Wolf Point Bridge to be officially listed by August 15th, 1982. If this projected time line allows for sufficient time to complete the determination of effect and mitigation process prior to the contract letting period, then we may forego a request for a determination of eligibility. If not, we may seek a 10-day concurrent determination from the Keeper pursuant to 36CFR63.3.

Sincerely,

Marcella Sherfy
Deputy SHPO

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO: 413

APR 22 1985

The Director of the National Park Service is pleased to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4 (f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. The responsibility for program planning concerning properties eligible for the National Register lies with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Attachment

11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
National Park Service

Name of property: Site 24MC1

Location: Wolf Point vic., McCone County **State:** MT

Request submitted by: DOT/FHWA W. S. Dunbar

Date received: 4-8-85 **Additional information received:**

Opinion of the State Historic Preservation Officer:

☒ Eligible ☐ Not Eligible ☐ No Response

Comments:

The Secretary of the Interior has determined that this property is:

☒ Eligible **Applicable criteria:** ☐ Not Eligible

Comments: 36 CFR Part 63.3 Determination

☐ Documentation insufficient
(Please see accompanying sheet explaining additional materials required)

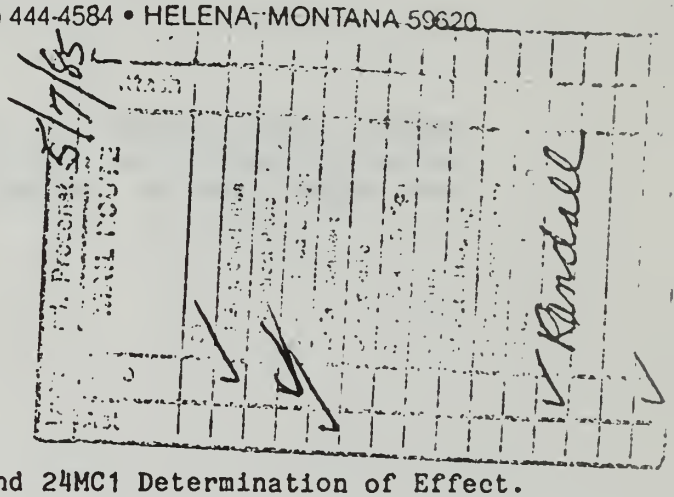
for Beth L. Savage
Keeper of the National Register
Determined Eligible
Date: 4-19-85

WASO-28

MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 444-4584 • HELENA, MONTANA 59620



May 2, 1985

Stephen C. Kologi
Pre-Planning Bureau
Department of Highways
2701 Prospect
Helena, Montana 59620

RE: RS 25-1(2)46 Wolf Point Bridge and 24MC1 Determination of Effect.

Dear Stephen:

Thank you for providing us documentation for a determination of effect for the above cited highway project. Our comments are provided below:

24MC1 - We concur that a determination of "no adverse effect" is appropriate if the conditions MDOH has proposed are met. These include

1. All impact from bridge replacement, road realignment and associated activities will be isolated to areas west of the existing bridge structure. Total avoidance of the site area east of the existing bridge structure will be employed and;

2. Gravel and borrow fill materials will not be obtained from the gravel pit flanking the Southeast perimeter of the site.

Under the following conditions we feel that a "no adverse effect" is appropriate because subsurface testing conducted at the site indicates that the main body of intact cultural materials are located on the river terrace east of the existing bridge structure. No undisturbed cultural deposits were encountered during test excavations to the west of the bridge, and some indication of mixing and redeposition of deposits was observed in that area. For this reason, impacts in this area will not adversely effect that portion of the site which contains significant information on the prehistory of the area and will not detract from the National Register quality of the site. In addition, we feel that the integrity of the site will not be seriously impaired by the undertaking since road realignment will not significantly change the setting of the site.

Wolf Point Bridge - We concur that removal of the Wolf Point Bridge will constitute an adverse effect to the resource. We recommend preparation of a Preliminary Case Report for submittal to this office for review and comment.

Thank you for consulting with us.

Sincerely,

David Schwab
Archaeologist/Anthropologist

DEPARTMENT OF HIGHWAYS

TED SCHWINDEN, GOVERNOR

2701 PROSPECT

STATE OF MONTANA

HELENA, MONTANA 59620

March 29, 1985

RE: RS 25-1(2)46
Wolf Point Bridge

Ms. Marcella Sherfy
State Historic Preservation Officer
Montana Historical Society
225 No. Roberts
Helena, MT 59620

Dear Ms. Sherfy:

This is a request for a determination of effect for the Wolf Point Bridge Replacement Project in McCone County. Two significant cultural resources have been identified in the project area. These are Wolf Point Bridge and 24MC1, an aboriginal bison kill/campsite.

The bridge was the first across the Missouri River between Williston, North Dakota and Fort Benton, Montana. It was also the first continuous truss bridge constructed in Montana. Wolf Point Bridge is a Cat. II bridge (HAER card #68) and is eligible for nomination to the National Register of Historic Places.

Site 24MC1, the bison kill/campsite, consists of bone and lithic and antler artifacts found on the ground surface and to an average depth of 30 cm below surface. When originally recorded in 1946, the site had "Numerous hearths exposed in eroded areas. Much ash and bone. One articulated bison skeleton observed. Sherds near surface." Of those, only bison bones are currently in evidence. Archaeological testing at 24MC1 in 1982 revealed that the main body of intact material is found on a terrace overlooking the Missouri River east of present Highway 13 (see attached site map). At the west part of the site, no undisturbed cultural material was observed. Historical Research Associates found that earlier road construction had disturbed the site for about 30m on either side of the highway where it passes through the site. At TC6, HRA's tests revealed a series of streambank cut and fill episodes that have mixed and redeposited cultural material in this part of 24MC1. Likewise, HRA suspected redeposition in the vicinity of TP4. Further, no surface artifacts were observed west of the existing bridge and Highway 13 on 24MC1, and there was no indication of subsurface materials either. We anticipate that the site will be found eligible for nomination to the National Register.

AN EQUAL OPPORTUNITY EMPLOYER

Anticipated project impacts in this area include construction of the new bridge about 20m west of the existing one and removal of the old Wolf Point Bridge. Removal will involve unbolting and lifting the superstructure, probably with cranes standing in the Missouri River. The construction contractor will take out the abutment and dress the bank. The west end of 24MC1 will be directly impacted by road construction (see proposed centerline on attached project map). Other ground disturbance will include that in the contractor's staging area. However, the project contract will specify that the contractor shall have his staging area on the west side of Highway 13, not in the terrace to the east. Furthermore, it will stipulate that should fill be needed during road construction south of the new bridge, it cannot be obtained from the borrow area along the southeast side of 24MC1. At project completion, the old section of highway will have the blacktop removed and the ground reseeded.

The contract will specify that all work will be confined to the west side of the old bridge and roadway where possible. No heavy equipment will be used east of the former road except as is needed in bridge abutment removal and bank dressing. Access to the abutment will be gained only from the west side of the roadway.

Removal of the Wolf Point Bridge will undoubtedly constitute an adverse impact to the bridge. At 24MC1, project impacts should be limited to the western part of the site, as indicated by current project plans and planned contract specifications. Because that portion of the site has been disturbed by natural processes and previous construction and, further, did not yield many surface or subsurface artifacts, we anticipate that you will determine that this project will have no adverse effect on 24MC1.

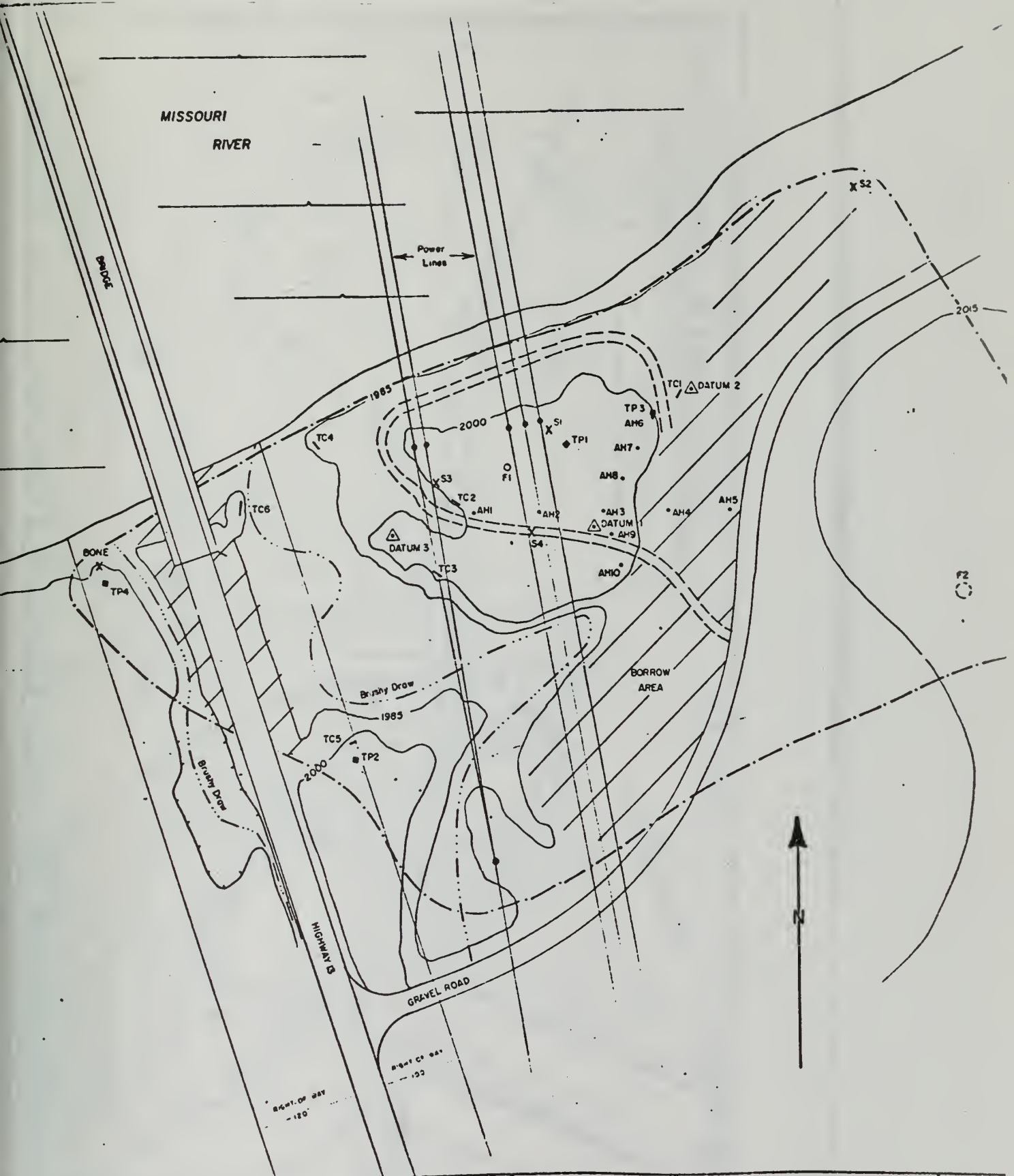
Sincerely,

Stephen C. Kologi

Stephen C. Kologi, P.E.
Chief - Preconstruction Bureau

SCK/MR/pz/1RR
Attachments

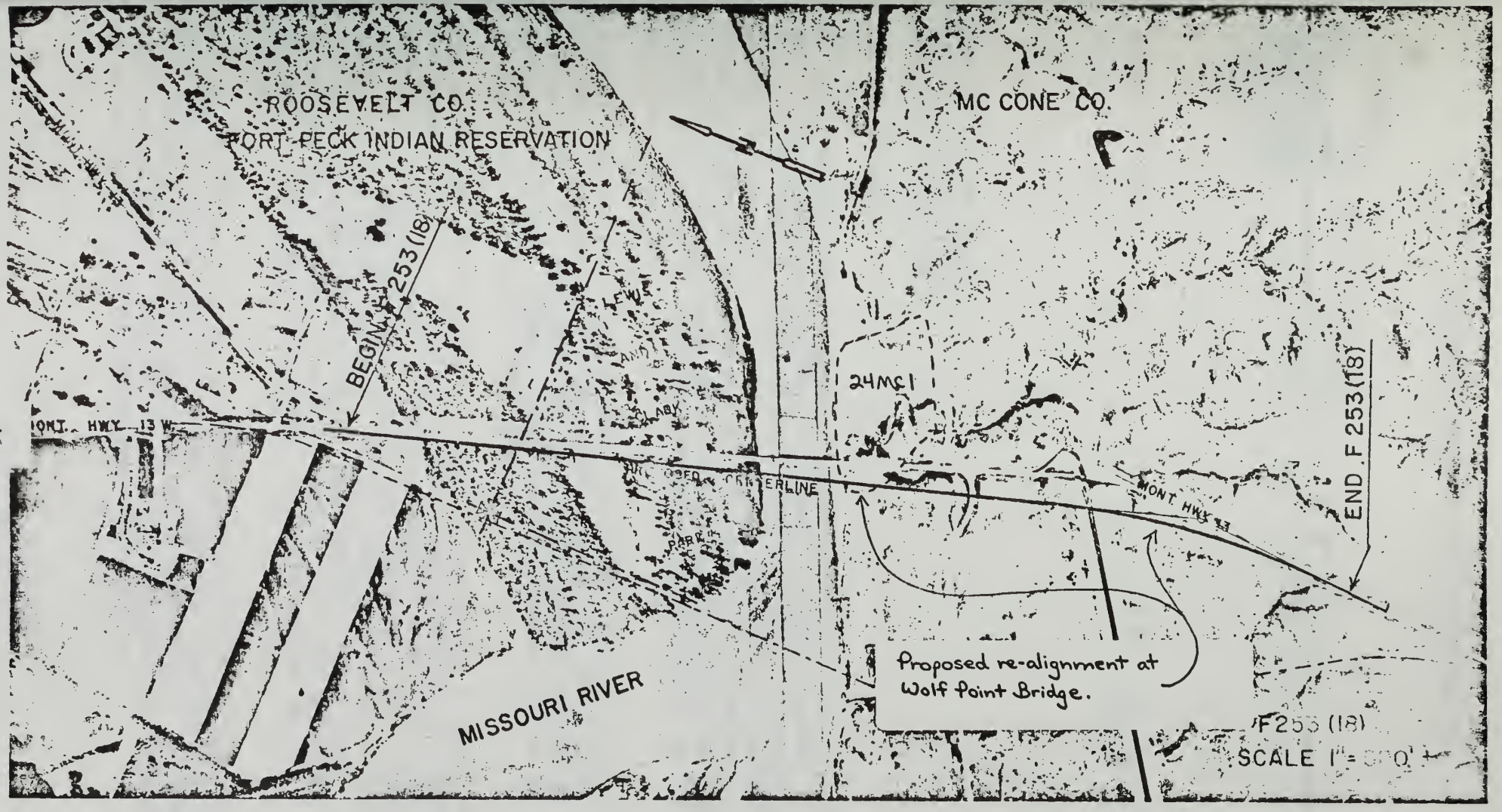
cc: D. Anderson, w/attach
G. Larson, "
M. Rossillon, "



SITE 24MC
OINT BRIDGE
JECT)

PR
HIS

Figure 2


ROOSEVELT CO.
FORT PECK INDIAN RESERVATION
MC CONE CO.
BEGIN F 253 (18)
END F 253 (18)
24MC1
MONT. HWY. 13 W
MONT. HWY 13
CENTERLINE
MISSOURI RIVER
Proposed re-alignment at Wolf Point Bridge.
F253 (18)
SCALE 1" = 800'

DEPARTMENT OF HIGHWAYS

TED SCHWINDEN, GOVERNOR

2701 PROSPECT

STATE OF MONTANA

HELENA, MONTANA 59620

August 28, 1985

RE: BRF 25-1(7)39
Wolf Point Bridge

Honorable Keith Bryan
Mayor, City of Wolf Point
Wolf Point, MT 59201

Dear Mayor Bryan:

As you know, Montana Department of Highways (MODH) is planning to replace the Wolf Point Bridge over the Missouri River for safety reasons. At the same time, the department recognizes the historic value of the bridge and wishes to explore the possibility of leaving it in-place after construction of the new bridge immediately to the west. We are contacting you because we believe the bridge's proximity to Lewis and Clark Park suggests it may be possible for the City of Wolf Point to acquire ownership and management of the structure as an extension of the park.

MDOH is offering the bridge to the City of Wolf Point at no cost. Removal or retention of present bridge approaches is open for negotiation. The bridge currently has no structural flaws that would endanger the public if used as a pedestrian bridge. Further, deterioration under pedestrian use would be minimal for many years into the future.

The experiences of Fort Benton in adaptive reuse of a historic bridge may be of interest to you. The city has been very successful in converting an abandoned vehicular bridge to its use as part of a previously existing public park. It was able to obtain a grant from State Parks to re-deck part of the bridge and add safety guardrail. Picnic tables now stand on the bridge and the entire package makes a welcome addition to a nearby park. Fort Benton found that the liability insurance needed to cover the bridge was minimal when the bridge was added to structures currently covered by their insurance policy.

Jack Lepley (622-3278), the person who coordinated the Fort Benton project, is more than willing to discuss his past experience with adaptive reuse of the Fort Benton Bridge and we encourage you to contact him. The State Historic Preservation Officer, Marcella Sherfy (444-7715), can also provide information about possible sources of funding for rehabilitation.

We urge you to carefully consider using the Wolf Point Bridge as part of the Lewis and Clark Park. The bridge is important because it was the first built across the Missouri between Williston, North Dakota, and Fort Benton and because it was the first continuous truss bridge constructed in Montana. For these reasons, MDOH would like to make arrangement for the site to be preserved for years to come.

Please contact Mitzi Rossillon, MDOH Archaeologist (444-6258), if you have questions about our proposal. We look forward to your reply.

Sincerely,

Stephen C. Kologi

Stephen C. Kologi, P.E.
Chief - Preconstruction Bureau

SCK/MR/pz/11

cc: Jay Randall
Norm Rognlie
Ken Skoog
Larry Ivanovitch

1985

HELENA, MONTANA

Robert Fink, Chief
Western Division of Project Review
Advisory Council on Historic Preservation
730 Simms Street, Room 450
Golden, CO 80401

September 18, 1985

HPD-MT

Dear Mr. Fink:

Subject: RS 25-1(2)46 Wolf Point Bridge

Enclosed is a preliminary case report for the Wolf Point Bridge replacement project which will have an adverse effect on a significant cultural resource. Montana Department of Highways plans to remove the present bridge, a National Register eligible property. The Department will not adversely effect a prehistoric campsite, 24MC1, that lies in the project area near the present south bridge abutment.

Please review the report and draft memorandum of agreement.

Sincerely yours,

Original Signed by
W. S. DUNBAR

W. S. Dunbar
Project Development Engineer

Enclosure
cc. M. Rossillon, MDOH
cc. M. Sherfy, SHPO

Data Recd. Preconst. 9/19/85

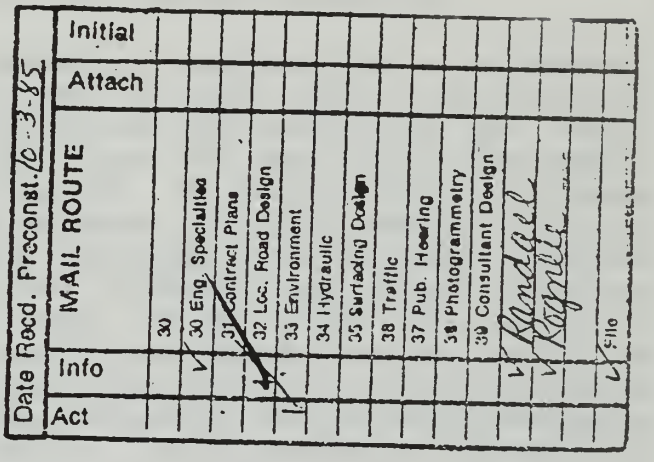
Act	Info	MAIL ROUTE	Attach	Initial
		30		
	✓	30 Eng. Specialties		
		31 Contract Plans		
	✓	32 Loc. Road Design		
	✓	33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		W. Kordell		
	✓	File		

MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 444-4584 • HELENA, MONTANA 59620

444-7715



September 30, 1985

Stephen C. Kologi, P.E.
Chief-Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Re: RS 25-1(2)46 Wolf Point Bridge

Dear Steve:

We are glad to provide you with our comments on your preliminary case report and Memorandum of Agreement for the project identified above. First, I recommend that you provide the Council with a copy of the HAER inventory card for the bridge, one with clear duplication of the photographs. I believe that the site forms and site maps for 24MC1 and/or the recent report form HRA should also be provided so that your project maps can be overlayed with that material.

As in so many instances in reviewing bridge replacement projects, I begin from the premise that replacement is likely a highway safety improvement. However, it remains difficult for us to judge relative necessity, specifically, the reasons behind the different safety statistics, the extent to which bridge width and vertical alignment are responsible for the different accident rate as opposed, for instance, to weather, socio-economic circumstances, etc. Assuming bridge replacement can solve the accident statistics cited, I concur with your finding that potential removal of the bridge - by either demolition or removal to another location would be an adverse effect. In terms of 24MC1, I remain concerned with possible effects particularly regarding your statement that "No heavy equipment will be used east of the former road except as is needed in bridge abutment removal and bank dressing". A clearer statement defining what these needs may be, where precisely they may occur, and how these activities may affect the site are essential.

Further, we believe a statement is needed addressing the procedures that will be followed in the event that cultural remains are discovered during construction activities. Although HRA's (1982) testing efforts indicate that intact cultural deposits are unlikely to be found west of the existing bridge, the possibility of encountering cultural artifacts remains. MDOH continues to be responsible for consideration of cultural

artifacts under Section 106 of the National Historic Preservation Act, even if inadvertently encountered in the project area during construction.

While language of the MOA is generally standard and acceptable for us in instances where the alternative for reuse on site does not seem likely, I am reluctant to sign the MOA at this point with the accompanying preliminary case report language regarding in place reuse of the bridge and the lack of specificity in the wording associated with Stipulation 2.A. We disagree with the premise that the bridge would be an attractive nuisance. Use of historic bridges as walkways/fishing sites in conjunction with established parks has good precendent even here. Since the community has already concluded that a park along the Missouri River serves its public well, access for the public to a pedestrian bridge crossing would seem to improve rather than detract from the use of the park. Hence, we recommend that in intent and as described in the stipulation language that MDOH commit itself to not just contacting, but actively encouraging the City of Wolf Point to pursue acquisition, that it provide an incentive in the form of money equal to what demolition would otherwise cost, that the city could use for insurance or maintenance. We recommend that the MDOH also provide the city at least with current reports on bridge stability which--based on the case report--appears to be very sound.

We will be glad to talk with you and MDOH at greater length about the project. While we are not aware of other organizations or individuals who have particular knowledge of and hence interest in this project, we believe that rate of loss occurring among the bridges judged to be significant in Montana dictates seeking active ways to promote reuse rather than loss or removal. This letter should be mailed with your correspondence to the Advisory Council. I will also be glad to review additional material or a new MOA.

Sincerely,

Marcella Sherfy

Marcella Sherfy,
State Historic Preservation Officer

File: Comp/MDOH/Wolf Point Bridge

CITY OF WOLF POINT

201 4th Ave. So. WOLF POINT, MONTANA 59201 Phone 653-1852

September 20, 1985

Mr. Stephen C. Kologi, P.E.
Chief - Preconstruction Bureau
2701 Prospect
Helena MT 59620

RE: Wolf Point Bridge

Dear Mr. Kologi:

This is to advise you that the City of Wolf Point is not interested in obtaining ownership and management of the Wolf Point Bridge. We have past this information onto the Roosevelt and McCone County Commissioners to see if they may have an interest in this matter.

Thank you for contacting us.

Sincerely yours,

Marlene R. Mahlum

Marlene R. Mahlum
City Clerk

cc: Mayor & Council

Date Recd. Preconst. 9/23/85

Act	Info	MAIL ROUTE	Attach	Initial
		30		
	✓	30 Eng. Specialties		
		31 Contract Plans		
	✓	32 Loc. Road Design		
	✓	33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		Randall		
		Koplin		
	✓	File		

WILLISTON BASIN
INTERSTATE PIPELINE COMPANY
A Subsidiary of MDU Resources Group, Inc.

P.O. Box 131
Glendive, MT 59330

Date Recd. Preconst. 10-22-86				
Act	Info	MAIL ROUTE	Attach	Initial
	✓	30 SCK		
	✓	30 Eng. Specialties		
		31 Contract Plans		
	✓	32 Loc. Road Design		
✓		33 Environment		
	✓	34 Hydraulic		
		36 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
	✓	Rentrill		
	✓	Roggin		
	✓	Hamad		

October 21, 1986

Mitzi Rossillon, Archeologist
Environmental Unit
Department of Highways
2701 Prospect
Helena MT 59620

Dear Ms. Rossillon:

This will serve to confirm the intention of Williston Basin Interstate Pipeline Company to accept ownership of the Wolf Point bridge when it is abandoned for highway usage. It is our understanding that construction of the new bridge is scheduled to commence in 1988 and that ownership transfer of the existing bridge to Williston Basin will likely occur sometime in 1989.

In the meantime we will develop plans to secure unauthorized access to the bridge after it is abandoned by the Department of Highways and we will advise your office of those plans as soon as we have them finalized. The covenants that will attach to the title of the bridge yet remain to be worked out in detail, but in view of my earlier conversations with you and Marcella Sherfy I don't visualize the covenants as being anything other than basic standards.

I presume that this letter of intent will suffice for you to pursue the environmental reports that you mentioned in your recent telephone call. However, if you should require additional information or clarification relating to this matter, please advise.

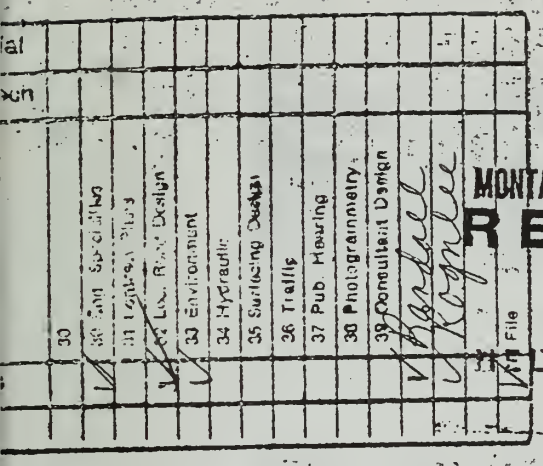
Sincerely,

WILLISTON BASIN INTERSTATE
PIPELINE COMPANY

G. D. Dorwart
Vice President-Operations

GDD/kls

c: David P. Price, WBI-Bismarck



MONTANA DEPT. OF HIGHWAYS
RECEIVED
NOV 13 1986
HELENA, MONTANA

November 7, 1986

Robert Fink, Chief
Western Division of Project Review
Advisory Council on Historic Preservation
730 Simms Street, Room 450
Golden, CO 80401

HPD-MT

Dear Mr. Fink:

Subject: BRF 25-1(7)39 Wolf Point Bridge

Enclosed is a signed copy of the Memorandum of Agreement your office drafted last March for the Wolf Point Bridge highway project. We have held-off on signing it for several months because Montana Department of Highways (MDOH) has been negotiating with Williston Basin Interstate Pipeline Company to transfer ownership of the structure to that company. MDOH has recently received written verification from Williston Basin that they intend to adaptively reuse the structure in-place after completion of the new highway bridge. Therefore, the project will not have an adverse effect on the historic Wolf Point Bridge.

After speaking with Marcella Sherfy about whether or not the proposed Memorandum of Agreement is the form of document we should sign, Mitzi Rossillon of MDOH recommended that we sign the MOA as is, even though Stipulations 2, 3 and 4 are no longer pertinent.

A copy of the correspondence MDOH received from Williston Basin is enclosed for your files. Any questions about this project should be directed to Mitzi at 406-444-6258.

Sincerely yours,

Original Signed by
W. S. DUNBAR
W. S. Dunbar
Project Development Engineer

Enclosure

cc. M. Rossillon, MDOH
cc. M. Sherfy, SHPO

State Historic Preservation Office
Montana Historical Society
Mailing Address: 225 North Roberts • Helena, MT 59620-9990
Office Address: 102 Broadway • Helena, MT • (406) 444-7715

December 24, 1986

Ms. Mitzi Rossillon
Archaeologist, Environmental Unit
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

RE: Wolf Point Bridge Reuse/Williston Basin Interstate Pipeline Company

Dear Mitzi:

Thanks for sending over a copy of the letter you received from G.C. Dorwart, Williston Basin, advising you that they intend to assume ownership of the Wolf Point Bridge. I am writing to confirm that, at this time, I do not see any need to embark on any further program of advertising the availability of the bridge for reuse. Should Williston-Basin change its mind about ownership and preservation of the bridge, we can consult again to determine what is appropriate. Otherwise, we'll just look forward to working with you and them on covenant language.

Sincerely,

Marcella Sherfy,
State Historic Preservation Officer

File: Comp/MDOH